

Complete Streets:

A comprehensive policy approach to
encourage active living

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Research Summaries



Designing to *Reduce Childhood Obesity*

- More access to healthy foods
- Safe places to walk and play
- Reduced screen time



Safe Routes to School

- Distance, traffic and crime are all barriers to children walking to school.
- More children walk to school where there are sidewalks.



Koplan, J.P., *CDC* 2004

Ewing, R. *Transportation Research Record* 2005

Improving safety increases activity



- Children were physically active for an extra 49 minutes in safer neighborhoods.
- Children were half as likely to be injured by a car if they lived within a block of a speed hump.

Molnar, B.E., *Am. J. of Health Promotion*, 2004

Tester, J.M. *Am. J. of Public Health*, 2004

Older women take more steps daily if more places are near home

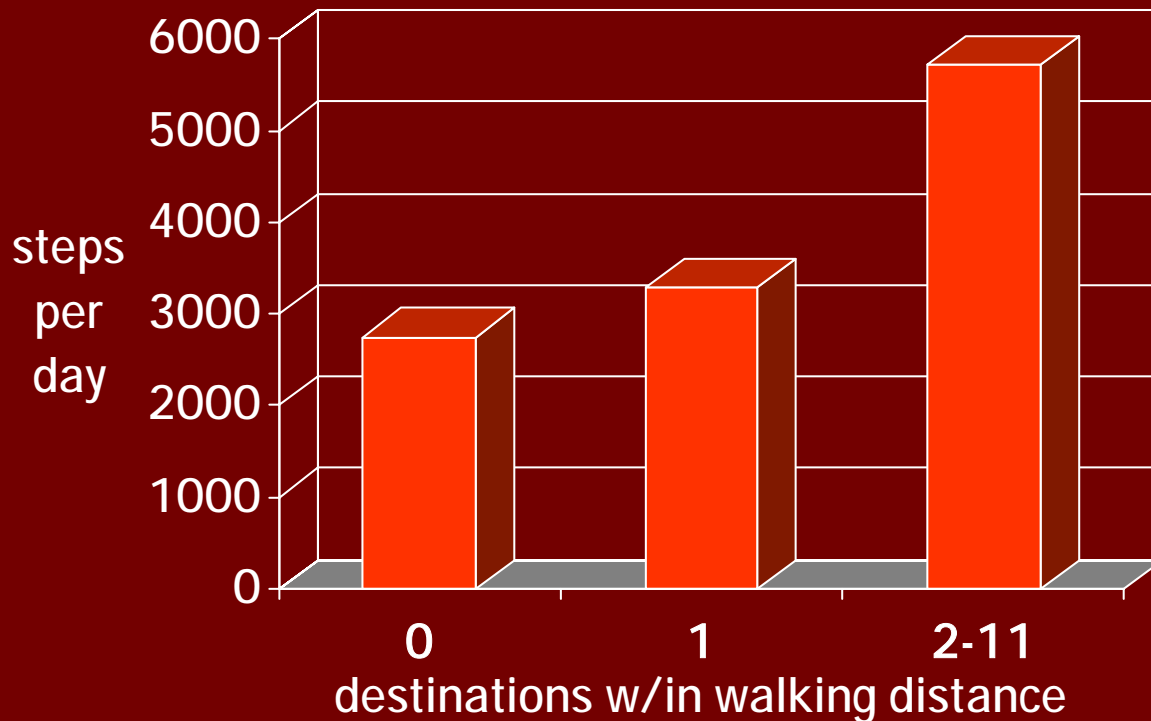


Photo: Michael Ronkin, ODOT

Access to facilities

- Creating and improving places to be active can result in a **25 percent** the portion of people exercising 3 times a week.

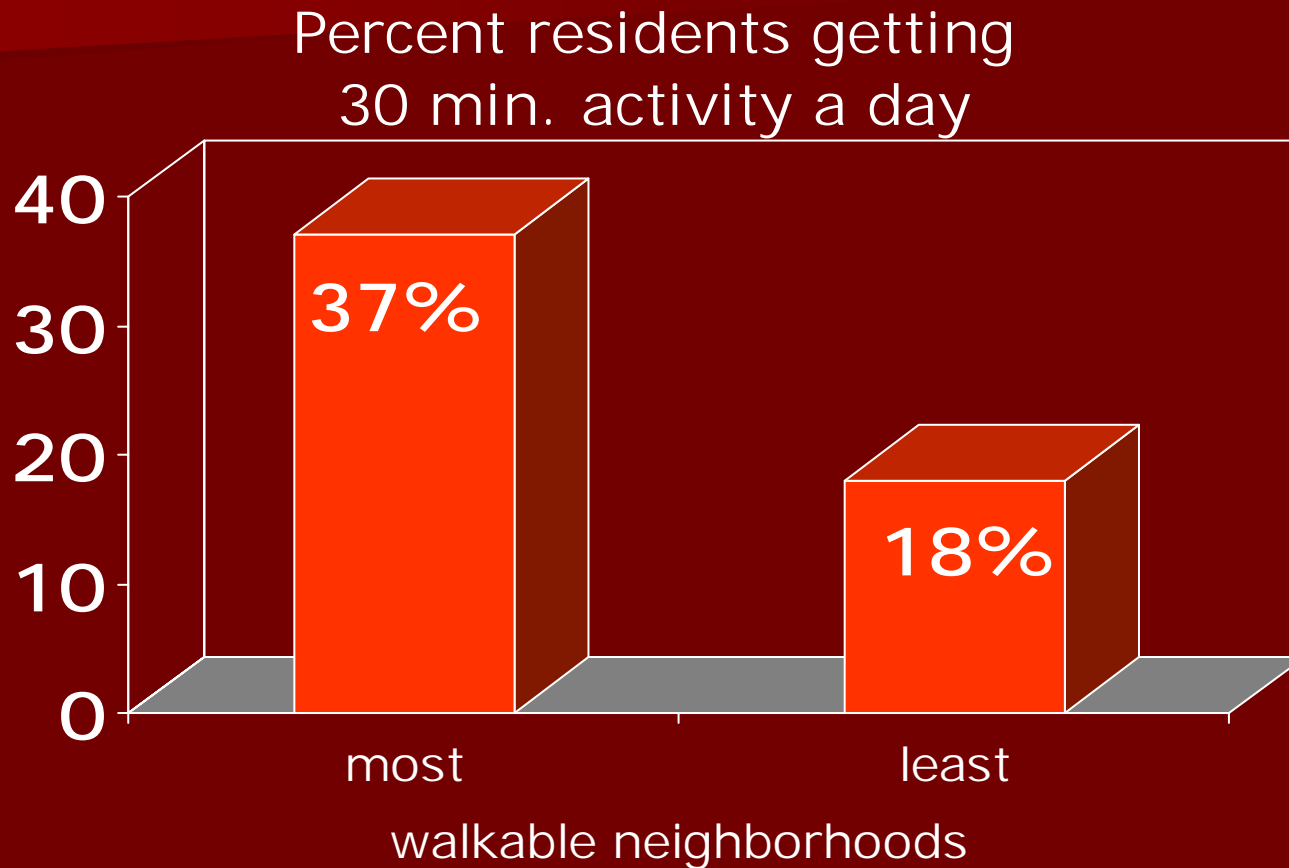
CDC, Guide to Community Preventive Services, 2002

- The closer people lived to a bikeway, the more likely they were to use it.

*Troped, P.J.
Preventive Medicine 2001*



Access to facilities helps people get enough activity.



Walkable neighborhoods have a positive impact on health

On average,
walkable
neighborhoods
encourage 15-30
extra minutes of
walking per week...
*enough to lose a
pound a year.*



Saelens, B.E. *Annals of
Behavioral Medicine* 2003



IOM Report

Built Environment Strategies:

- **Prioritize capital improvement projects** to increase opportunities for physical activity in existing areas.
- **Revise comprehensive plans, zoning and subdivision ordinances**, and other planning practices to increase availability and accessibility of opportunities for physical activity in new developments.
- **Improve the street, sidewalk, and street-crossing safety of routes to school.**

What is a Complete Street?

Pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely move along and across a complete street.

What is a Complete Streets policy?

A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

About one-third of Americans do not drive:

- 21% of Americans over 65.
- All children under 16.
- Many low income Americans cannot afford automobiles.



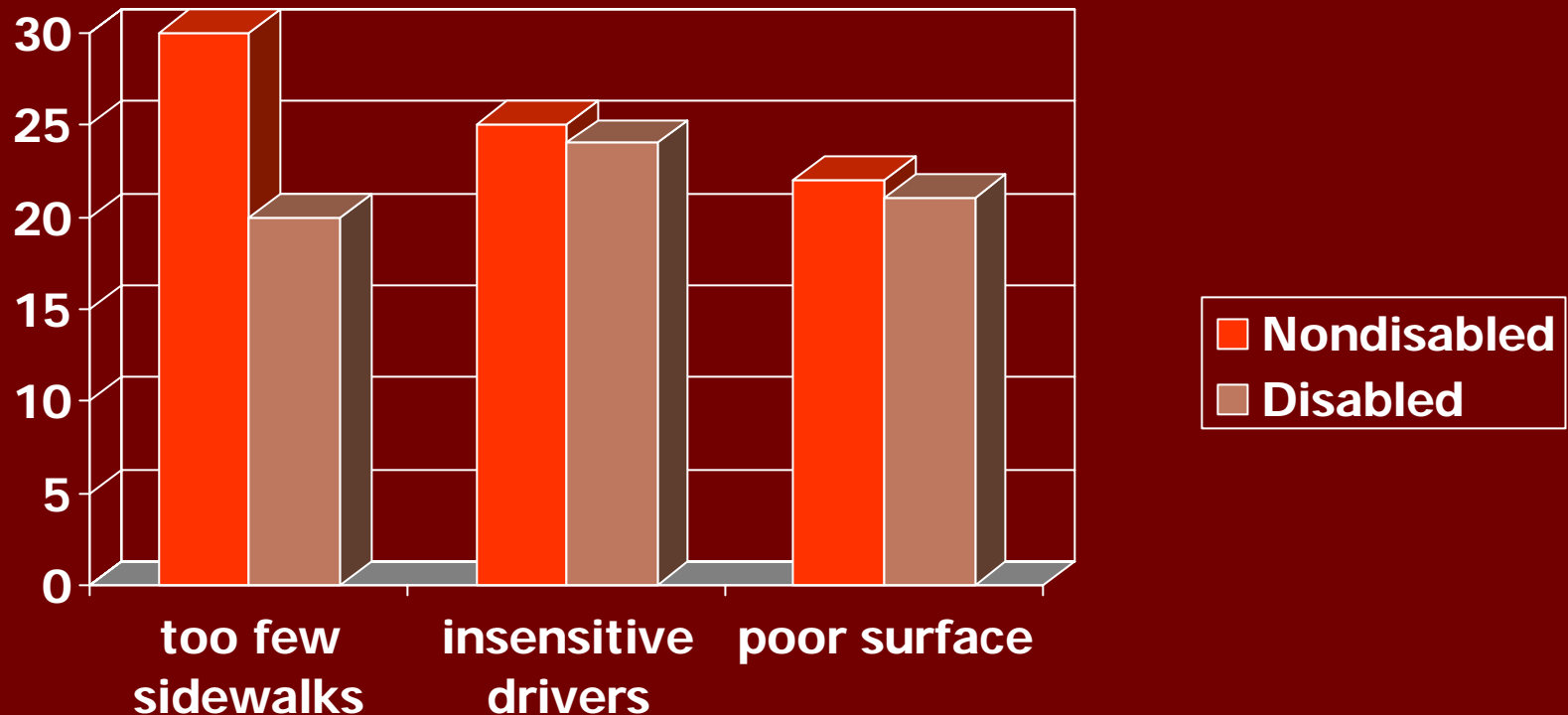
Streets are inadequate

- 25% of walking trips take place on roads without sidewalks or shoulders
- Bike lanes are available for only about 5% of bike trips

Natl. Survey of Ped &
Bicyclist Attitudes &
Behaviors, 2002 BTS

Top pedestrian complaints are incomplete streets

Percent of peds experiencing problem



2002 Natl. Transportation
Availability & Use Survey

Streets are inadequate:



No sidewalks

Streets are inadequate:



Too narrow to share with bikes

Streets are inadequate:



Too dangerous to cross on foot

Streets are inadequate:



Uninviting for bus riders

Streets are inadequate



No room for bikes or pedestrians

Streets are inadequate



No room for people

USDOT Recognizes the Need

2000 USDOT Recommended Policy:

“Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:”

US DOT Design Guidance

Exceptions:

- Where bicyclists and peds are prohibited by law,
- 'Excessively disproportionate' costs (20%)
- Absence of need

US DOT Design Guidance

- Include paved shoulders on rural roads; avoid rumble strips
- Sidewalks, street crossings, etc. shall allow safe pedestrian travel, including for people with disabilities

US DOT Design Guidance

- Additional steps:
 - Anticipate future demand (bridges)
 - Address the need to cross corridors (intersection & interchange design)
 - Approve exceptions at a senior level
 - Design to best available standards

US DOT Design Guidance

- Read *Accommodating Bicycles and Pedestrian Travel*

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

Most states do not follow this guidance.



Thunderhead Alliance Complete Streets Report

- Most policies have been put in place since 2001, with 5 new policies put in place in 2004
- Most cover only bicycle and pedestrian accommodation.

Existing policies

	State	County	MPO	City
Public: legislation, ordinance, resolution	OR, FL, RI, NC, SC	DuPage, IL. Sacramento , CA; San Diego CA	Columbus, OH	Columbia, MO Sacramento, CA
Internal: Policy, plans, manuals	TN, IL, CA, AZ, KY, VA, PA, <i>ID</i>		Cleveland, OH Bay Area, CA Knoxville, TN St. Joseph, MO <i>St.</i> <i>Petersburg,</i> <i>FL</i>	Boulder, CO Santa Barbara, CA San Diego, CA <i>Ft. Collins,</i> <i>CO W.</i> <i>PalmBeach, FL</i> <i>Charlotte, NC</i>

Creating complete streets



Complete Streets and Safety

FHWA review of safety literature found:

- Sidewalks
 - Raised medians
 - Better bus stop placement
 - Traffic calming
 - Treatments for disabled travelers
- All improve pedestrian safety.

The many types of Complete Streets



A commercial arterial w bike lanes & sidewalks

The many types of Complete Streets



A quiet residential street

The many types of Complete Streets



A street school children can safely cross

Completing the Streets

State Policies

Oregon state law:

- “footpaths and bicycle trails... shall be provided wherever a highway, road or street is being constructed, reconstructed, or relocated.”
- minimum of 1% of state transportation funds go to bicycling and walking.

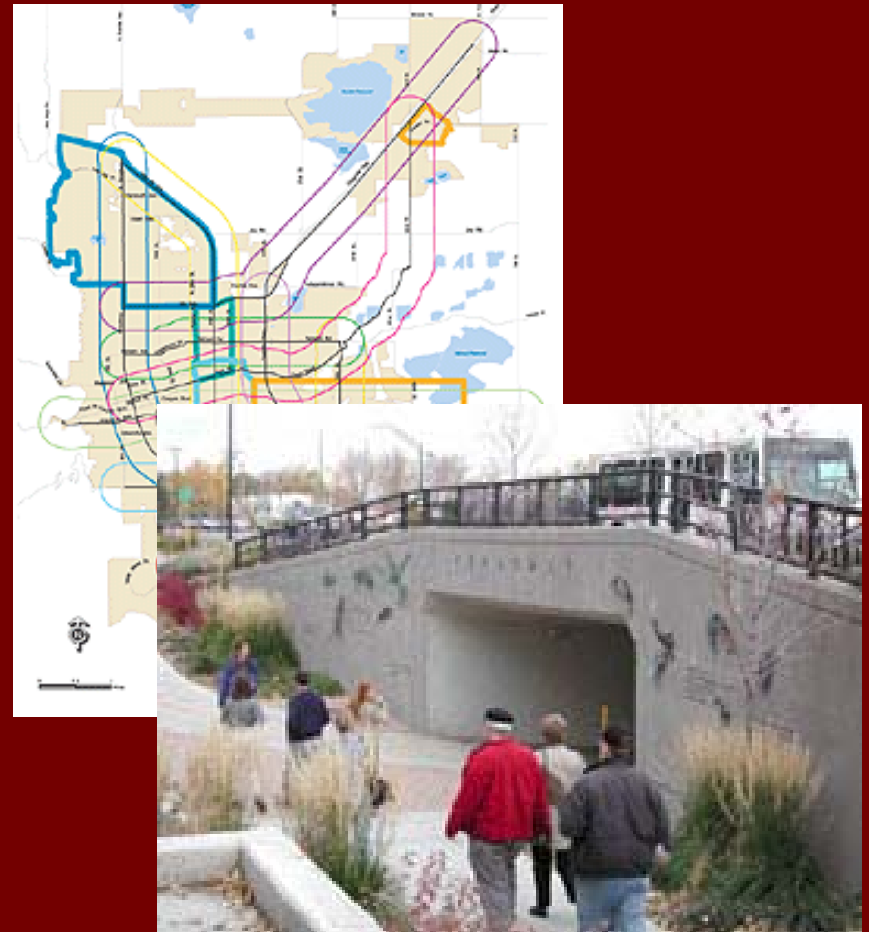
Completing the Streets: Local Action

67 % of Santa
Barbara's (CA)
arterials have bike
lanes or paved
shoulders



Completing the Streets: Local Action

Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit.



Completing the Streets: some new campaigns

- Illinois
- Washington
- Colorado
- St. Louis, MO
- Chicago
- Roswell, GA

Harkin Complete Streets

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1 “(A) IN GENERAL.—Each State transpor-
2 tation department shall adopt a statement of
3 policy ensuring that the needs and safety of all
4 road users (including the need for pedestrian
5 and bicycle safety) are fully integrated into the
6 planning, design, operation and maintenance of
7 the transportation system of the State transpor-
8 tation department.

Harkin Complete Streets Amendment

- May 11: Came up short in floor vote, 53 to 44
- First time ever debated in Congress
- Now part of Senator Harkins' "HeLP America Act"

National Complete the Streets Steering Committee

- AARP
- America Bikes
- America Walks
- American Society of Landscape Architects
- American Planning Association
- Institute of Transportation Engineers
- League of American Bicyclists
- National Parks Conservation Association
- Smart Growth America
- Surface Transportation Policy Project
- Thunderhead Alliance
- US Access Board

National complete streets steering committee

- Federal policy in TEA-3 & model policy
- Conference presentations
- Web portal: www.completethestreets.net
- Connect with advocacy campaigns



For More Information

Thunderhead Alliance

www.thunderheadalliance.org

America Bikes

www.americabikes.org

Coming soon!

www.completethestreets.net

